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POOR CONDITION OF RAILROAD CARS DELAYS TRANSPORT  
OF GRAIN AND SUGAR BEETS

The mass transport of grain of the new harvest has begun. In many points there is a negligent and irresponsible attitude toward the hauling of grain. A survey conducted by workers' correspondents of Gudok has established that not all railroad car sectors have repaired rolling stock well. On some bases dirty cars and cars with holes in them, totally unfit for grain, have been put into the reserve for carrying grain.

Recently a meeting was held on the question of the preparation of the Southeastern Railroad System for carrying the grain of the new harvest. It was reported that this year the system was better prepared than ever before and that 60 percent more cars had been put into reserve than in 1949. However, an inspection showed that the condition of the cars put into reserve was unsatisfactory. Meanwhile, at several points on the system, loading of grain has been held up because of the poor condition of the cars.

On the North Caucasus Railroad System, an inspection has revealed a clearly unconscientious attitude on the part of some depot heads in regard to the quality of repair of rolling stock for grain.

On the Stalin System, an investigation showed that one sixth of all rolling stock needs a second repairing. On the Simferopol' Division, more than one fourth of the cars inspected had defects.

TURK-SIE CAR REPAIR POOR -- Alma-Ata, Kazakhstanskaya Pravda, 27 Jul 50

On the Turkestan-Siberian Railroad System, rolling stock for carrying grain of the new harvest is being prepared extremely slowly. The plan for repair continually falls short of completion.

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During 1949, almost 70 percent of the cars prepared for carrying grain on the Turkestan-Siberian System had defects in the bodies and floors. They had holes in them because green lumber was used for repairs. The same mistakes are being repeated this year.

SOUTHERN UKRAINE HAS PROBLEMS -- Moscow, Gudok, 28 Jun 50

Gathering of the new grain harvest began during the first days of June in the southern parts of the Odessa and Nikolayev regions. However, a large part of the storehouses have still not been prepared to receive the new grain. To clear the storehouses in time, the Odessa System should increase loadings of grain from the 1949 harvest.

The directors of the Odessa System try to explain their shortcomings by a lack of empty cars. However, there are plenty of boxcars on the system. Reserves are not being utilized. Boxcars are being used to carry freight which could be carried in flatcars.

SNAGS DEVELOP IN GRAIN HAULING -- Kiev, Pravda Ukrainy, 21 Jul 50

Completely unpermissible shortcomings have been discovered in the organization of grain carrying, especially on the Stalin Railroad System. The Dolgintsevo and Zaporozh'ye divisions of this system are not satisfying the demands of the "Zagotzerno" (grain-procurement) points for freight cars; the divisions waste the cars which are supposed to be loaded with grain by loading them with lower-priority freights. The Stalin System must improve its operations.

The North-Donbass Railroad System is not handling the repair of empty cars for grain hauling correctly. On the Vinnitsa System, there are cases where repaired cars have to be returned to car-repair points because of the low quality of the original repairing.

SUGAR-BEET HAULING INCREASES -- Moscow, Gudok, 13 Sep 50

This year, the railroads will have to carry about 30 percent more sugar beets than last year. The experience of 1949 indicates that it is exceedingly important to unload the beets on schedule from the very first. During the fall of 1949, delays with unloading impeded the rapid transport of sugar beets on the Vinnitsa, Southern, and other railroad systems.

As is known, beets in large quantities are carried on flatcars. However, only 12 tons of beets can be carried on one car, even with high sides; in other words, only about 60 percent of the capacity of the car is utilized. As a result, several hundred thousand additional cars have to be loaded each year. According to a government decision, all cars included in beet-carrying trains should be equipped with special removable sides. However, the suggestion of two engineers for suitable sides for the flatcars, accepted in 1949 by the Ministry of Food Industry, was turned down 23 August by the Main Commercial Administration of the Ministry of Transportation, and the flatcars are running only partially loaded.

It is necessary to accelerate the removal of sugar from last year remaining in plant storehouses.

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